

MILWAUKEE DAILY SENTINEL.

VOLUME X—NEW SERIES.

MILWAUKEE TUESDAY MORNING, JANUARY 17, 1854.

WHOLE NUMBER 2785.

Milwaukee Daily Sentinel.

BY JAMES KING & CO.,
AT THE OFFICE,
NO. 21 EAST WATER STREET,
MILWAUKEE, WISCONSIN,
AND FOURTH STORES
OF THE NEW BRICK BLOCK.

BUSINESS CARDS.

PAINTING.
T. COLLINGBOURN,
House, Sign & Ornamental Painter
Signs of every description done in Fustre style, and at
LOW PRICES.

French and American Zinc Paint,
LEAD, OIL, GLASS,
Sash and Putty,
ALWAYS ON HAND.

CHARLES STOLZ,
Mason Street, opposite the City Hotel, next door to
W. Prentiss's Jewelry Store.

House, Sign and Ornamental
PAINTER

Imitator of Wood and Marble,
GLAZIER, PAINTER, HANGER,
Picture and Looking-glass Frame.

TO ALL WHO ARE IN BUSINESS, I assure you, French and American Zinc Paint, Lead, Oil, Glass, Sash and Putty, are always on hand.

EDWARD H. BRODHEAD,
Engineer and Superintendent.

GREAT U. S. MAIL ROUTE 1.
1853. Fall Arrangements. 1853.

WATER-LINE
AND
GROUND PLASTER

CONSTANTLY ON HAND, MASONRY AND RETAIL BY
J. S. BUELL,
Forwarding and Commission Merchant

186—BUFFALO, NEW YORK.

CITY LEATHER STORE
AND
TANNERY.

G. PFISTER & CO.,
No. 109 EAST WATER STREET,

In the Store formerly occupied by A. & Allen.
Have constantly on hand a superior article of
SOLE LEATHER, HORSE, FABRIC &
COLLAR LEATHERS.

All of their own manufacture. Also a good assortment of
Eastern.

Sole Leather, Horse and Philadelphia Unit
Skins.

And a variety of
SHEEPSKINS & FINDINGS.

The highest price, in Cash, paid for Hides, Calfskin
and Sheepskins, and for various other articles.

TANNER, on the Menomonee River, Walker's Point.

April.

CIGARS, TOBACCO, WINES,
LIQUORS AND FANCY GOODS.

No. 239 East Water St.

ON THE POSTOFFICE.

THE UNDERSIGNED, having purchased the entire

stock of Goods of his late Master, JOHN B. ENGEL,
of Milwaukee, and having now established himself in
Milwaukee, does so CAREFULLY and
CHEAT that he can meet, in choice and cheapness, ANY
Tobacco or Cigar, and has no equal in quality or
price, but to require his public and his friends to purchase
him, as they have done before.

J. FERNOW.

MAHLER & WENDT,
GENERAL COMMISSION MERCHANTS,

IMPORTERS OF FOREIGN
AND DOMESTIC TRADE.

WE HAVE RECEIVED, and are now ready to supply
all kinds of Cigars, Tobacco, Wine, Liquors, &c.,
from all parts of Europe, to be delivered to
any house or office in Milwaukee, or to any
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JOHN PLANKINTON & CO.,
Successors to H. S. BURTON,
Manufacturers of
SOAP AND CANDLES.

FACTORY IN THE FOURTH WARD, near the M. & N.
No. 160, East Water Street.

HATS AND CAPS, MITTENS,
GLOVES, UMBRELLAS, &c., &c.

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ATTORNEY AT LAW, MILWAUKEE,
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JOHN JENNINGS,
Morocco Manufacturer and Dealer

IN WOOL,

River Street, Near Credit's Bridge, MILWAUKEE.

Has a variety of past

Linen, Shirts, Hand Sheep Skin
AT WHOLESALE AND RETAIL.

EDWARD H. GRAY, Agent.

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been furnished by the citizens along the line of the road, and by the city and citizens of Milwaukee, which is almost without a parallel, certainly when the circumstances under which it has been done, are duly considered.

This road was commenced when confidence in railroad investments was at a low point; at a time when money was hard to be obtained for almost any purpose. It was a pioneer work, extending into a country but sparsely populated, that six years before, was comparatively a wilderness; and notwithstanding the work has steadily advanced, which evinces not only a confidence in the enterprise, but an energy in pressing it forward, which it excels in the same degree, in regard to the extension of the road from Madison to the Mississippi river, cannot fail to accomplish the object. But it is not probable that the same effort will be required to accomplish the balance of the work, for that which has already been performed will, of itself, and very much the extension from Madison to the Mississippi.

The route has been adopted from Madison, viz., down the valley of Black Earth to its intersection with the Wisconsin river, and down that river to Prairie du Chien.

From Madison to the Wisconsin river, the line has been definitely located, and a portion of the grading performed.

During the past year a party of Engineers have thoroughly surveyed all the routes in the Wisconsin Valley, and are now engaged in making their Maps and Estimates, so as to enable the Company to select the route on which to construct the road in this valley.

The Company are therefore in a condition to put the work to the Mississippi under contract at any moment they may deem it expedient to do so, which is a very important step in the progress of the work.

The Board stated in their last annual report, that the length of eight miles, from Milton, on the main line to Janesville had been constructed under a contract with the virtue of the Charter of the Southern Wisconsin Rail Road Company. They would now add to that statement, that during the last session of the Legislature, the necessary enactments were obtained to consolidate this with and make it a part of the Milwaukee and Mississippi road, and that all the necessary steps to accomplish this object have been taken between the two companies.

The gross receipts for the year ending December 31, 1853, are as follows:—

From Passengers,	\$78,635.34
Freight.	142,820.28

Total receipts, exclusive of materials transported on construction account, which by a reference to the Superintendent's report will be found to be a large item, \$221,455.68

Direct for expenses of operating the road, which sum includes all the expenditures for the repairs of Cars, and Engines, and for the Track, and all salaries paid to Engineers and Firemen, incident to building about twenty miles of road, and to balancing a like distance, \$87,115.48

Gives net receipts, \$134,340.14

Direct for interest paid on bonds, the value of which have gone into that portion of the road in operation the past year, \$58,200.00

Leaving as applicable to dividend on \$69,880.00 of stock, which makes up the balance of the cost of that portion in operation, \$76,140.14

At a meeting of the Board on the 5th January, a resolution was adopted declaring a dividend of ten per cent, payable in Stock, which amounts to \$69,880.00

Leaving a surplus of \$6,260.14

This result must be highly gratifying to those who have invested their money in this work, at which the time it was done, was truly an experiment; not that rail roads were experiments, but a rail road, which for a portion of the year at least, would be completely isolated, extending into a new and sparsely settled country, was an experiment, which might well have been so regarded by the most enterprising. As this result so fully justifies the statements, predictions and estimates which were made by those who solicited aid from abroad, to carry forward this work, it must also be exceedingly gratifying to them.

By the Board of Directors,
JOHN CATLIN, President.

Documents accompanying the Report of the Board of Directors.

[A.]

OFFICE OF THE ATTORNEY GENERAL OF THE STATE OF WISCONSIN,
Madison, October 14, 1853.

Upon the statement of the Directors of the Milwaukee and Mississippi Rail Road Company, and the certificate bearing date September 14, 1853, filed therewith in the office of the State Treasurer, I have no hesitation in saying that the Bonds of said Rail Road Company, secured by a Mortgage Deed of trust bearing date June 12, 1852, as sold by Company to George S. Cox of the City of New York, on so much of said trust as lies between the City of Milwaukee and the East bank of Rock River in said State, are receivable as a basis for banking, within the restrictions contained in an Act entitled "An act to authorise the business of Banking," approved April 19, 1852.

(Signed.) E. ESTADROOK, Attorney General.

[B.]

OFFICE OF THE BANK COMPTROLLER,
Madison, October 4, 1853.

The Bonds of the Milwaukee and Mississippi Rail Road Company, to which the opinion of the Attorney General of this state, and the preceding papers relate, will be received at this office as a basis of banking, within the restrictions contained in an Act entitled "An act to authorise the business of Banking," approved April 19, 1852.

(Signed.) JAMES S. BAKER, Bank Comptroller.

[C.]

SECTION 6.—Any person or association of persons, formed for the purpose of banking, under the provisions of this act, may at his or their option, assign and transfer in trust to the State Treasurer, bonds or obligations bearing a rate of interest not less than seven per cent, per annum, payable semi-annually, issued by any rail road company in this state, incorporated by any act of the legislature of this State or of the Territory of Wisconsin, duly organized under such act of incorporation, the payment of which bonds or obligations shall be secured in the manner hereinafter provided, by a mortgage or deed of trust of the whole or a portion of a rail road constructed by such rail road company in this state; which bonds or obligations shall be received by said treasurer in lieu of the public stocks issued or to be issued by the United States, or by any state, as hereinbefore provided in this act; and upon making such assignment and transfer, such person or association of persons shall be entitled to all the privileges, immunities and benefits, which by the provisions of this act, he or she would be entitled to if the whole amount of securities so assigned and transferred were public stocks of the United States, or of any state: Provided, that such bonds or obligations shall not be received, or held as securities for more than half of the amount of bills or notes issued to such person or association: And provided further, That no rail road corporation shall ever engage in the business of banking under the provisions of this act.

Mr. Wright and his assistant, Mr. Mortimer, are now engaged in making the maps, profiles and estimates, and as soon as these are completed, it is my intention to present a report embracing all the facts connected with the location of the line from Madison to Prairie du Chien.

road of not less than twenty miles in extent, and shall convey the same, together with its equipments, depots, fixtures, machinery, and the name and franchises appertaining thereto.

SECTION 8.—No such bonds or obligations shall be received until the Governor, Bank Comptroller, and Attorney General, or two of them, shall file with the Treasurer of the State, a certificate of them, signed from actual view and inspection, that such requisite portion of road has been constructed in a substantial manner, with a solid road bed, and with a rail of T or H or other approved pattern and weight, of in no case less than fifty pounds to the yard, similar to other roads of the first class, and has been fully equipped and in actual operation, and has earned for the year next preceding a net revenue, greater than the interest on the bonds or obligations secured thereon by such mortgage or deed of trust; nor until the Attorney General shall file, in like manner, his certificate, from actual examination, that such mortgage or deed of trust has been duly executed in the manner and with the provisions required by this act, and is the first lien on such portion of road, its equipments, depots, fixtures, machinery, income and franchises; nor until the directors of such rail road company shall file in like manner a statement, under the oath of its President and Secretary, setting forth the cost of such portion of road, and the net revenue thereof for the year next preceding.

SECTION 9.—Such bonds or obligations shall not be received at a rate higher than eighty cents on every dollar of the current and actual value thereof, nor at a rate, estimating the whole number of continuous miles in such portion of road, and the amount of bonds or obligations secured thereby, exceeding the one half of the average cost and value of such road, nor at a rate, to be ascertained by such estimate, exceeding eight thousand dollars per mile for every mile thereof.

REPORT OF THE SUPERINTENDENT & ENGINEER To the President and Directors of the Milwaukee and Mississippi Rail Road Company.

GENTLEMEN:

In presenting this report, which is to embrace the results of the operating department of said road for the year just closed, it is proper for me to say, that we have run, during most of the year, two trains each way, per day, over the road, devoted exclusively to carrying passengers, also two regular freight trains, besides a number of extra freight trains; we have also, for a large portion of the time, run two trains on construction account.

In all, we have transported over the road 75,975 passengers, and without the slightest injury or accident of any kind to one of them.

We have also transported 67,000 tons of freight, besides a large number of tons of material used on construction account.

It is gratifying to add that in doing this amount of business the employees of the Company have also escaped without any injury happening to one of them of a permanent character, or any accident, which has more than for a few days at a time, detained them from their regular occupation.

Property transported by, as well as that owned by the Company, has been equally exempt from casualties. The only damage worthy of notice occurred when the train was thrown off the track in October, by running over a bull, which was repaired and all the loss of property connected with it satisfied for about \$1,200.

During the year the contract of J. & S. Chamberlain has been so far completed that a final settlement of all questions arising under it, has been made. There remains however, some more ballasting and the widening of embankments to be performed, in order fully to complete the work embraced in the contract, for which a deduction of \$5,836 was made in the final settlement, to be paid to the contractors, when they shall have performed the work, which they intend doing in the spring.

I believe I can say with confidence, that when this small amount of work is performed, and the road bed, to some extent, widened, an additional quantity of ballasting put on between Milwaukee and Waukesha, the road for the first 68 miles, extending to Rock river, will be as thoroughly constructed as any of the first class roads.

From Rock river to Madison, it is intended that the work shall be in all respects, as substantially constructed.

The road was opened for business to Stoughton, which is 16 miles from Madison, on the second of this month.

This will add greatly to the receipts of the Company, and will afford very great additional facilities to the business of the country. Every mile now added to the length of the road, very greatly enlarges the area of its influence, and thus enables it to draw business from a much wider range of country.

Between Stoughton and Madison, the grading is nearly completed, and all the materials required for the superstructure, are ready, except about 400 tons of iron, which may be had, if required, before the opening of navigation. There is therefore nothing in the way of completing the road to Madison in time for the early spring business.

From Madison, the line has been definitely located down the valley of the Black Earth creek to its junction with the Wisconsin river, about 25 miles. Under the general contract of A. L. Catlin, this portion of the road was sub-let on the 23d day of August, 1853. Under these contracts there have been 88,000 cubic yards of earth removed, and a small amount of masonry performed, which amount, at the sub-contractor's price, to \$17,487. For a considerable portion of this distance the right of way has also been obtained.

On the first of June last, a party of Engineers were organized under C. F. Miller, Esq., for the purpose of extending the location of the line of the road from the point, to-wit, the junction of the Black Earth with the Wisconsin, to which the work had been put under contract, to Prairie du Chien, following down the valley of the Wisconsin river. Mr. Miller continued in this service until about the fifteenth of July, when he resigned, and the party was placed in charge of Samuel T. Wright, Esq., who had acted up to that time as Mr. Miller's assistant.

Under Mr. Wright, the survey has been vigorously prosecuted to its completion, on the 24th of December past; not in time however, to present the results of the survey in this report, except in general manner.

Mr. Wright and his assistant, Mr. Mortimer, are now engaged in making the maps, profiles and estimates, and as soon as these are completed, it is my intention to present a report embracing all the facts connected with the location of the line from Madison to Prairie du Chien.

The results of the surveys will fully sustain the favorable opinion which has heretofore been expressed in regard to the feasibility and cheapness of the route down the valleys of the Black Earth and the Wisconsin.

The line will be remarkably direct, and when curves are introduced they are of the largest radii. One of the routes has a straight line of 30 miles in length, and stretches of from one to six miles each, frequently occur. On about 90 miles of the distance between Madison and the Mississippi, there need not be a grade exceeding 10 feet to the mile, and on no portion exceeding 22 feet to the mile.

The following buildings have been constructed the past year: a freight warehouse 216 feet by 71, two stories in height; in the upper one the company's offices are now located. This building is situated at the junction of the Milwaukee and Menomonee rivers, which affords very great facilities for receiving and discharging freight to and from the cars and vessels.

It cost \$10,000

150 feet has been added to the length of the machine shop, in Milwaukee, at an expense of 4,800

A brick round house designed to be fire-proof, capable of holding seven locomotives, has also been erected in Milwaukee, costing 5,225

Also a brick water house, which cost 400

Besides these permanent buildings, a shed with platform to accommodate the produce business, has been erected, 250 feet by 30, at

Total for buildings in Milwaukee, \$20,925

There have also been 14,885 rods of fence built, amounting to \$18,896

Along the line of the road, there have been constructed at Fulton, a passenger and freight building and water station, at 3,688

Also, the same at Stoughton, 3,688

At Madison a stone passenger and freight building, has been constructed, at 4,400

The balance of the expenditures, as well as those above stated, are embraced in the Secretary's report.

A sale of the Machine Shop for building cars at Waukesha, and the buildings and land connected therewith, was made to Messrs. Case & Pullin, on the 21st of July last, and possession given the first of Sept., at \$12,000, conditioned, that the Milwaukee and Mississippi Rail Road Company would purchase of them seventy-five box cars at \$825 each, and twenty-five platform cars, at \$325 each.

The judges of the court of appeals of Wisconsin, have decided that the payment of the sum of \$120 on each car to cancel the purchase of said machine shop, is illegal, and that the Company are not bound to pay it.

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DRY GOODS, &C.

1853.

SEXTON BRO. & CO.,
FORMERLY
SEXTON, WING & CO.,
WHOLESALE DEALERSAMERICAN, ENGLISH AND EUROPEAN
DRY GOODS,
YANKEE NATIONS, BOOTS AND SHOES,
IN AMERICA AND AMERICA.

THREE THOUSAND PACKAGES,

SOFTENED FURS, IMPORTERS,

AMERICAN AND COMMISSION HOUSES,

COMPRISING THE LARGEST STOCK OF FINE GOODS

EVER OFFERED IN THE WEST.

FOR OUR FRIENDS IN THE EAST, DEVOTED TO HIS WHOLESALE TRADE, WE ARE CONTINUALLY RECEIVING

SUPPLIES TO OUR LARGEST STOCK WHICH WE CAN OFFER.

MERCHANTS OF WISCONSIN

AT NEW YORK AND BOSTON PRICES,

AND TRANSPORTATION CHARGES.

EXTRAORDINARY SALES EACH DAY, MAKING

THE BEST BUYING PLACES IN THE COUNTRY.

SEXTON, BRO. & CO.,
1853.

NEW ARRIVAL OF

DRY GOODS!

LUDINGTON & GRIDLEY,

NO. 203 EAST WATER ST.,

MILWAUKEE.

HAVE THE DAY'S LARGEST STOCK OF

SIMPLY & FACTORY DRY GOODS,

AND ARE PREPARED TO DO AS TO GIVE GENERA-

TIONS OF INFORMATION.

FRENCH MUSLINS ALL COLORS AND

100% COTTON FABRICS.

MUSLIN DRAI-LINES.

CALICOES, ETC., UP TO 15% OFF PER YD.

SATIN LINENS.

STYLIZED SHIRTINGS.

BLACHED SHIRTINGS.

PAISLEY AND TWILL PLAINELS.

A FULL APPOINTMENT OF

GROCERIES, ETC.

W. H. WADDELL, RETAILEUR,

AND IMPORTER OF COFFEE, TEA,

AND OTHERS, JELLY PRESERVES, ETC.

AND OTHERS.

ALSO ON SALE, SPICES,

MUSK, CLOVER, CEDAR, CEDAR, CEDAR,

BEE PLATE, &c., &c.

403

LATEST OF ARRIVAL
DRY GOODS!
MILWAUKEE, NOV. 30th,A. B. JENNINGS,
A first rate Article for Eleven Cents.
PRINTS, &c., AT SAVANNAH,
which is worth \$8.00 by the case, from any Jobber
in New York.

WHITE GOODS,

completely surprised at every description, and at prices

which cannot be surpassed.

SILKS AND SATINES,

which is the NEAREST STYLES OF

PRESS GOODS,

which is fully RETURNED FROM NEW YORK

AS A ADDITION TO HIS STOCK OF

LAWN AND FANCY DRUGGS,

which is the LARGEST STOCK OF

AND BEADLIES,

AND WHITE GOODS, and many Fancy Articles

AT LOW PRICES.

H. H. LINDLEY, GLOVES,

which is a large association of Lamb's Wool, Cashmere, and Cotton Gloves, and will sell you a good

quality for 60 cents.

CLOTHES, TICKS, SHEETS, SHIRTS,

PRINTS, SHAWLS,

AND STAPLE GOODS, GENERALLY,

can be found in the City.

The most of these Goods were bought in New York FOR

CASH, and in the usual way, and will be sold at

LOW PRICES, so that they have been offered at

the lowest prices.

Buyers from the Country!

We will make our word good, and offer a greater number than any other store in the City.

R. D. JENNINGS,

No. 11, Spring,

GROCERIES! GROCERIES!!

AT WHOLESALE!

100 EAST WATER ST., 109

THOMPSON LITTELL,

is now receiving his fall stock

OF GROCERIES!!

LEWIS BLAKE,

has just returned from his trip, and is now making the assortment of goods in his

Unsurpassed in this City!

At his expense, and the public generally for the

general pleasure of the past season, the subscriber is

prepared to meet a conference of their subscribers

and friends, and will guarantee to duplicate any

order placed with him.

The subscriber would like to thank the liberal

and considerate manner in which he is treated.

The subscriber is particularly grateful to the

gentlemen who are engaged in the business.

404

1853.

E. M. SHOYER & CO.,

WHOLESALE AND RETAIL

BODCOTHIERS,

---154--

Ten Thousand Dollars

WORTH OF

DRY GOODS!

Notice to the Ladies!

At the Franklin Institute, Philadelphia, it is being

the third year in the building since the opening of

the new Model School, No. 10, Broad Street, and

the 18th floor.

THE FAIR OF THE

AMERICAN INSTITUTE,

held at Center Garden, October, 1852.

Society for the State of Wisconsin, at 144

East Water Street, Milwaukee, Wisconsin.

John H. Hurd, Agent.

E. N. Hurd, Agent.

RENT Estate for \$10.

FOURTY-FOUR HOURS,

FORTY-EIGHT HOURS,

FIFTY-TWO HOURS,

FIFTY-SEVEN HOURS,

FIFTY-EIGHT HOURS,